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CITY OF GARDNER
MASSACHUSETTS 01440-2630

OFFICE OF THE
CITY COUNCIL



December 4, 2018

CITY COUNCIL INFORMAL MEETING

Date: Monday, December 17, 2018
Time: 7:00 P.M.
Location: City Council Chamber, Room 219, City Hall

ANNOUNCEMENT - Any person may make a video or audio recording of an open session of a meeting, or may transmit the meeting through any medium, subject to reasonable requirements of the chair as to the number, placement and operation of equipment used so as not to interfere with the conduct of the meeting. Any person intending to make such recording shall notify the Chair forthwith. All documents referenced or used during the meeting must be submitted in duplicate to the City Clerk, pursuant to the Open Meeting and Public Records Law. All documents shall become part of the official record of the meeting.

#10016, An Ordinance to Amend the Code of the City of Gardner, Chapter 600 Thereof, Entitled "Vehicles and Traffic," to Change Provisions Relating to Rotary Traffic, Traffic Islands, and Obedience to Isolated Stop and Yield Signs (*In City Council and Referred to Committee of the Whole*).

NOTICE: The listing of Agenda items are those reasonably anticipated by the Chair which may be discussed at the meeting. Not all items listed may in fact be discussed and other items not listed may also be brought up for discussion to the extent permitted by law.

CITY COUNCIL OF GARDNER
Scott Joseph Graves Esq.
SCOTT JOSEPH GRAVES, ESQ.
Council President

ORDINANCE

AN ORDINANCE TO AMEND THE CODE OF THE CITY OF GARDNER, CHAPTER 600 THEREOF, ENTITLED "VEHICLES AND TRAFFIC," TO CHANGE PROVISIONS RELATING TO ROTARY TRAFFIC, TRAFFIC ISLANDS, AND OBEDIENCE TO ISOLATED STOP AND YIELD SIGNS.

Be it ordained by the City Council of the City of Gardner as follows:

Section 1.

The Code of the City of Gardner is hereby amended by striking from Article VII. One-Way Streets; Rotary Traffic. § 600-43. Rotary traffic, Lafayette Square: Parker Street, West Street and Oak Street.

Section 2.

The Code of the City of Gardner is further amended by changing Article XII. Traffic Islands, § 600-74. Location designated, to read as follows:

D. Lafayette Square: Parker Street, West Street and Oak Street, where vehicular traffic shall move only in a counter clockwise direction, except when directed by an officer.

Section 3.

The Code of the City of Gardner is further amended by adding to Article VIII. Operation of Vehicles, § 600-55. Obedience to Isolated Stop Signs, the following:

Stop Street	Direction of Travel	For Traffic Entering
Hospital Hill Road	Southbound	Temple Street

Section 4.

The Code of the City of Gardner is further amended by adding to Article VIII. Operation of Vehicles, § 600-55. Obedience to Isolated Yield Signs, the following:

Yield Street	Direction of Travel	For Traffic Entering
Oak Street	Eastbound	Parker Street
Parker Street	Westbound	West Street

Section 5.

This Ordinance shall take effect upon passage and publication as required by law.

Ref: 10016



CITY OF GARDNER POLICE DEPARTMENT



Richard A. Braks
Deputy Chief of Police

200 Main Street
Gardner, Massachusetts 01440

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October 19, 2018

Meeting of the City of Gardner Traffic Commission

In attendance: Councilor James Johnson, Purchasing Agent Jennifer Dymek, Director of Public Works Dane Arnold, City Engineer Christopher Coughlin, Community Development & Planning Director Trevor Beauregard, Assistant Director of Public Works Robert Oliva, Chairperson Deputy Chief Richard Braks, Guest: Joshua Cormier

8:30 AM Meeting – 200 Main Street Gardner, MA – Chief's Board Room

Old Business

Parking Ban: The Commission began discussion with the newly adopted parking ban notification process. The CODE RED System process was explained and many efforts were presently in place to encourage people to sign-up for the notifications. The DPW will also strategically place sign boards around the city with information on CODE RED. The change to City Code was proposed for a two-year period to consider how the change from the prior system affects overnight snow removal and other city services. Amongst the concerns were how this new ban will change parking at businesses that previously had consideration when their business was open.

New Business

Traffic Study: As a result of the newly established 99 Project at West Broadway and Timpany Blvd. a recommendation was made for the crosswalk on West Broadway to be moved closer to the National Guard Armory. A traffic study of this area is in process to consider how signals, turning movements, signage and other traffic/pedestrian control devices will be recommended. In considering the reconfiguration of this intersection, the commission was advised that the city did not acquire the property required to consider enlarging the intersection.

The second area being reviewed/ revised is the rotary at the intersections of Elm St., Pearl St., Green St., and Central St. This intersection is presently being reviewed to increase the safety of all vehicles traveling this rotary and will require a redesign proposal which is presently being developed. During the redesign, the Committee identified the primary concern as Elm Street traffic onto the rotary. Further discussion included the possibility of a flashing yield sign to replace the existing standard yield sign.



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The third area being reviewed is the intersection of Chelsea St. @ Summer St. the current traffic pattern has the traffic flow being interrupted on Chelsea St. and allows Summer St. to continue uninterrupted onto Chelsea St. Requests were received to consider stopping Summer St. and keep the flow of traffic on Chelsea St. uninterrupted. Discussion on the current intersection design recognized that the intersection would need to be reconfigured to safely place a stop sign on Summer St. due to the unimpeded flow of the roadways current design. Director Arnold informed the committee that this area has been on the agenda for discussion in the past and is being considered for redesign in the future.

Chestnut St. @ Temple St.: Joshua Cormier had presented the Committee with information showing how vehicles are parked on Chestnut St., north of the intersection of Temple St., limiting the view of vehicles turning from Temple St. at the intersection of Chestnut St. Josh Cormier presented a photograph of a white van that commonly parks at this location when the church is in session and he was looking for the Committee to review possibilities in the future to enhance the view at this intersection. Discussion among committee members recognized that particular corner was presently regulated with signage which restricts parking within twenty feet of the corner. The church at this intersection has only certain hours when vehicles are parked in this area and has expanded the parking area along Temple Street to park more cars off the roadway. DC Braks stated he would begin by approaching the concern with the church to consider remedies to enhance the view of turning traffic at this intersection.

Roadway concerns

Crosswalk(s): A review of several locations for the addition and movement of crosswalks was completed. A request for consideration was presented to review:

Lawrence St. @ Bickford Hill Rd. Upon review this location did not meet established safety requirements, which included a poor visual sight-line for oncoming traffic and no safe or manageable area to cross pedestrians from the sidewalk on the westside of Lawrence St. to the Bickford Hill Rd. side of the roadway.

Pearl St. @ Betty Spring Rd. Upon review this location did not meet established safety requirements, which included a safe or manageable area to cross pedestrians from the sidewalk on the northside of Pearl St. to the Betty Spring Rd. side of the roadway.

Stop Sign(s): The intersection of Hospital Hill Rd. @ Temple St. was discussed due to the steady flow of traffic on Temple St. and increasing/intermittent traffic on Hospital Hill Rd. and no stop sign at the end of Hospital Hill Rd. signaling vehicles to stop for oncoming traffic on Temple St. There has been a noticeable increase of traffic on Hospital Hill Rd. which is comprised primarily employees, vendors and visiting public of Wachusett Manor Nursing home as well as several private homes. The Temple St. traffic has a constant flow of traffic due to private residences and traffic traveling thru to Betty Spring Rd. The highest frequency of traffic for both roadways appears to be during the same peak times which presents a hazard. **There was a motion by Dane Arnold, second by Chris Coughlin, no discussion, and a unanimous vote was made to present the Safety Commission a proposal for a Stop Sign on Hospital Hill Rd. @ Temple St.**



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Rotary/Island designation for Lafayette Square: The intersection of Oak St., Parker St., West St. was discussed to establish Yield Signs at the intersections of Oak St. @ Parker St. in an easterly direction and Parker St. @ West St. in a westerly direction. The current designation for Lafayette Square is in City Code as being a rotary which would allow the traffic to flow into Parker St. and West St. having the right-of-way. The committee discussed prior meetings that identified the need for regulating the traffic flow on and around the named roadways. The two named areas are currently unregulated and have a high flow of traffic.

Jennifer Dymek made a motion to reclassify Lafayette Square as a Traffic Island in City Code, seconded by Councilor Johnson, discussion involved establishing yield signs for the named roadways, and a unanimous vote was made which will be presented to the Safety Commission as a proposal for a Lafayette Square to be removed from City Code as a Traffic Rotary and designated a Traffic Island.

Councilor Johnson made a motion to establish Yield Signs at the intersections of Oak St. @ Parker St. to yield Oak St to Parker St. traffic which is traveling in an easterly direction and Parker St. @ West St. to yield Parker St. to West St. traffic which is traveling in a westerly direction, seconded by Chris Coughlin, no discussion, and a unanimous vote was made which will be presented as a proposal to the Safety Commission.

Projects and Updates

Heywood Hospital has been given consideration to utilize the area on the westerly side of Green St. for roadside parking during the construction occurring in the primary parking area for the hospital. DC Braks was advised the construction that obstructed parking in the lot was nearing completion and the roadside parking would no longer be utilized in November 2018.

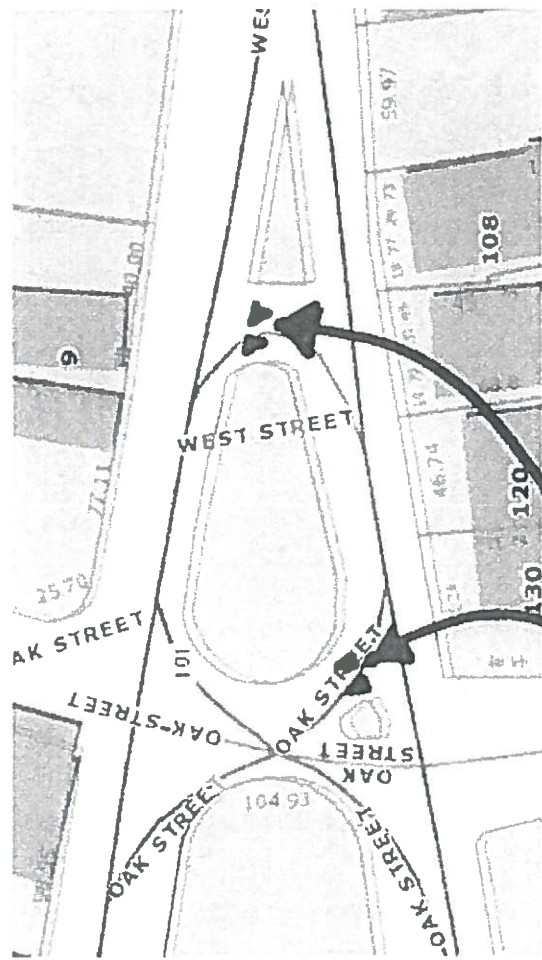
A motion was made by Trevor Beauregard to adjourn the meeting and the meeting was adjourned by DC Braks at 10:35PM

Respectfully submitted,

Richard A. Braks

Richard A. Braks
Deputy Chief





Proposed Yields:

